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## OBSOLETE METHODS HINDER CONDENSED SCHEDULE PROGRAM

The movement for organizing locomotive operations according to the condensed schedule and increasing average daily locomotive runs to 500 kilometers is about a year old At present there are hundreds of locomotive engineers who achieve average daily runs of 500 kilometers, and 500 locomotives have been released from locomotive parks in spite of the fact that the volume of freight handling has shown a marked increase. In comparison with 1948, locomotive turnaround time has been accelerated by 1.6 hours and average daily distance traveled per locomotive has been increased by 16.6 kilometers.

This new form of locomotive utilization has become an organizing basis in the work of all phases of railroad operations.

The first measure assuring average daily runs of 500 kilometers is the organization of locomotive operations according to the condensed schedule. Studies of the condensed schedules for turnaround of the locomotives operated by the leading engineers show that the elapsed time en route is reduced by 10-15 percent. Close cooperation between traffic workers, railroad car workers and track maintenance workers permits the reduction of locomotive turnaround time by 3.5-5 percent. Time spent by a locomotive in intermediate stations is reduced on the average by 50 percent. This calls for an acceleration of the operations of taking on water, cleaning the boiler, inspecting cars, etc. By reducing the length of the stops for these operations the locomotive turnaround time is shortened by more than 8 percent.

Layover of locomotives in the base depot is reduced for the most part by introducing round-trip and circuit runs. On sections having only one arm this is done by accelerating the preparation of the locomotive for a new run and introducing multiturn runs. Reduction of layover in the base depot achieves a 15-percent reduction of locomotive turnaround time.



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The greatest saving (up to 17-20 percent of the time) is achieved in the turnaround depots. However, this saving is usually closely related to the reduction of the other elements of the time. The locomotive workers can shorten their rest time in the turnaround depot in order to maintain the normal rate of operation. In regard to the time spent by the locomotive in waiting for trains, the conditions in the turnaround depot are about the same as for the base depot.

In all, the condensed schedule permits an increase in the average daily distance traveled by a locomotive of 50-60 percent. From here it is easy to conclude that on double-tracked sections, where the norms for average daily distance traveled by a locomotive are 300 kilometers and more, the introduction of condensed schedules permits an increase in the average daily distance traveled up to 500 and more kilometers. The assignment could also be exceeded considerably on single-track sections.

In spite of its evident advantages, the condensed schedule for locomotive operation and the movement for average daily locomotive runs of 500 kilometers are meeting obstacles. In recent months a slackening in the drive for 500-kilometer daily runs has been noticed on many railroad systems. This is because many command personnel still hold to outmoded traditions and obsolete work methods. Also, many persons underestimate the value of the new methods, and there are even some "specialists" who propound the "theory" of the impracticability of the methods during the winter months, saying that the stations are not sufficiently developed and that the natural means of meeting the "difficulties of the season" is to increase the locomotive park.

Analysis shows that the main factor holding up improvement in the utilization of rolling stock is the organization of train movement. In July the total losses in locomotive turnaround time averaged 10.5 percent of the norm. They would have been greater if locomotive engineers had not saved time in other phases of the turnaround time. The following figures on losses and savings in locomotive turnaround (in percentages of the norm) illustrate the point:

| Losses in Turnaround | Percent of Locomotive Turnaround Time |
|---|---|
| In intermediate stations | 6.9 |
| Awaiting assignment in stations of the base depot | 1.0 |
| On the station tracks of the base depot | 2.6 |
| On the station tracks of the turnaround depot | 4.2 |
| Total loss | 14.7 |

| Savings in Turnaround | Percent of Locomotive Turnaround Time |
|---|---|
| En route | 0.6 |
| In technical operations in the base depot | 1.0 |
| In technical operations in the turnaround depot | 1.6 |
| Awaiting assignment and rest for crews in turnaround depot | 1.0 |
| Total saving | 4.2 |



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As is evident, the greatest amount of time is lost in intermediate stations and, for the most part, because of a laxity in train handling and a lack of traffic control. The excessive delays in waiting for assignment and on the station tracks of the base depot indicate poor planning on a daily basis and the failure to complete the plan for making up trains. Losses in turnaround depots indicate poor cooperation between neighboring divisions at junction points. The elimination of these losses depends directly on the efficiency and foresight of the administrative department of the railroad system's administration.

Savings of time en route total on an average on the whole network, only 0.6 percent, while locomotive engineers striving for 500-kilometer daily runs save up to 5 percent. This shows that delays at closed block signals are still great.

Simultaneous making up and dispatching of trains, accelerated handling of trains, reception of them without delays at stations, and close coordination of divisions at junction points are the important questions which will decide the future development of the movement for 500-kilometer daily runs.

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